



The Aeronautical Newsletter of the  
**Seattle Flight Standards District Office**

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SELECT No. NM01FS95

May/June 2002

## **TFRs REVISITED**

By Scott Gardiner

I know this is getting old, but I really want you to stay out of the TFRs. The TFRs are the scariest thing I have seen in my 35 years in aviation. I have learned a few things since the last issue.

First, we see no end to the TFRs in the foreseeable future. They are here and we have to deal with them. If they have disappeared by the time you receive this newsletter, skip this story.

While we have four TFRs in the Greater Puget Sound Area, there are only 27 in the entire United States. This tells me that half of the states in the US don't have any TFRs at all. What concerns me here is that many out of state pilots, when flying around their local areas, never even think about TFRs. When they start venturing beyond their state boundaries this summer, if they come here, they are in for a BIG surprise.

For example, Oregon has only one TFR, and it is located in the north east part of the state at Hermiston. California, Nevada, Idaho, Montana, and Wyoming don't have any TFRs at all. When the pilots from those states fly to Western Washington to visit friends or to attend the EAA Fly-In at Arlington, July 10 through 14, will they even be thinking about TFRs? If you know someone from out of state that will be flying to

Western Washington this summer, would you please do them a favor and contact them ahead of time with a friendly word of warning?

Second, the Navy has an agreement with Air Traffic Control that allows ATC to authorize pilots to fly within TFRs and no FAA penalties will result. At press time, the only places ATC was authorizing such flights was during instrument approaches to Bremerton Airport, to Paine Field, or IFR or VFR through the intermittent TFR over Safeco Field.

And third, the Navy has troops placed around the perimeter of all four of our TFRs. These troops are armed with guns that are too big to pick up. Their orders are, in the event they feel threatened, to shoot down the offending aircraft in self defense. So far, no one has been shot down since September 11, so they are showing remarkable restraint. Still our previous advice holds true – stay as far away from those TFRs as possible. Keep in mind that the President still thinks we are at war and our top national security organizations are taking this stuff really seriously.

## **CARBURETOR ICE**

Carburetor ice claims it's fair share of airplanes every year. Here are 5 different temperature and dew point combinations. All are common in Western Washington during the various times of year. All

temperatures are given in degrees Fahrenheit. We challenge you to rate the probability of carburetor ice in each of the situations. Rate them as "Serious at cruise or climb power," "Serious at glide power and moderate at cruise power," "Serious at glide power," "Light at glide or cruise power," or "Carburetor ice improbable."

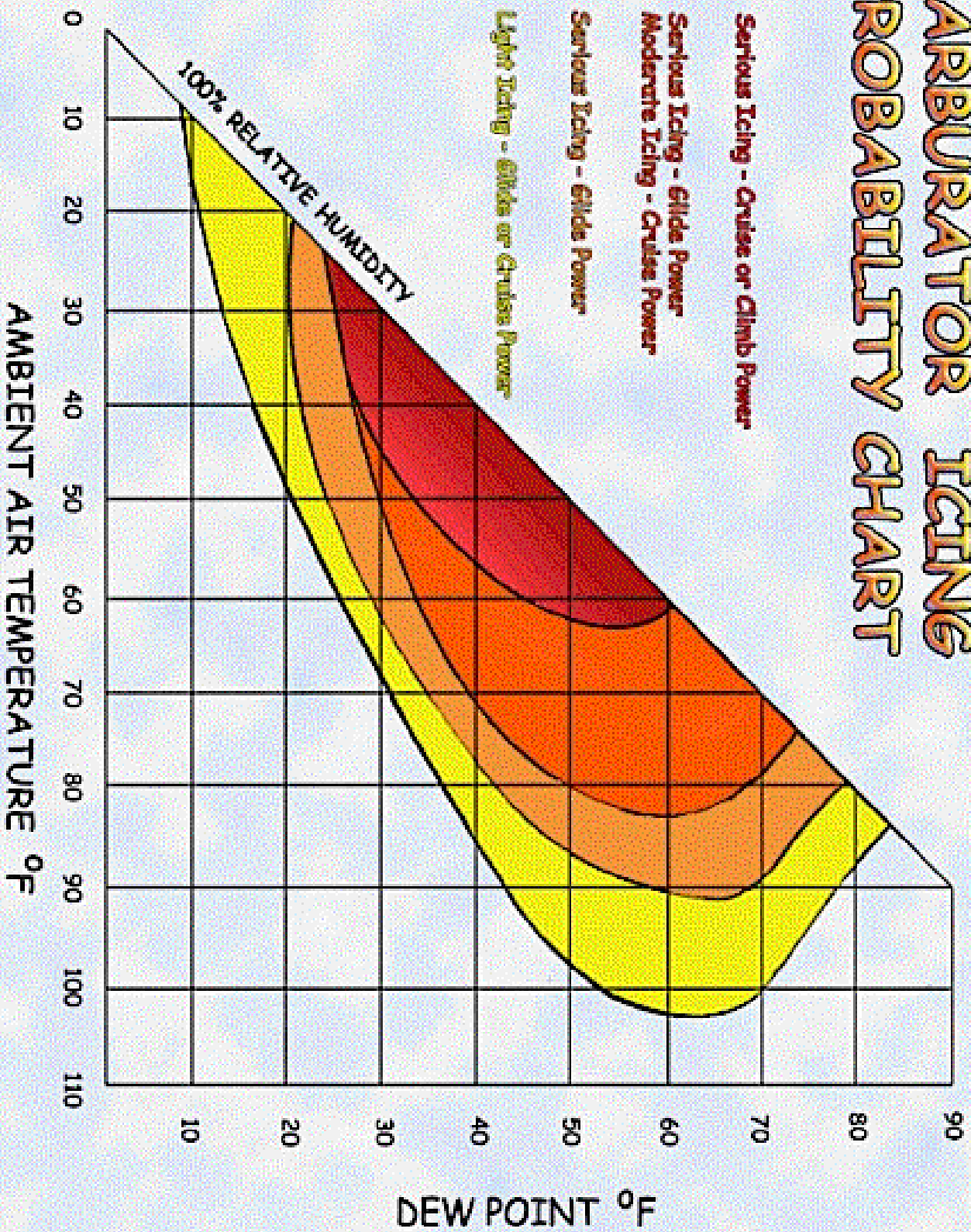
Try temperature 25 and dew point 22. Try temperature 35 and dew point 35. Temperature 45 and dew point 25. Temperature 65 and dew point 40. And temperature 85 and dew point 65.

The challenge for FAA and NTSB accident investigators is that by the time we arrive on the crash site, the carburetor ice has generally melted. Which leaves us looking at the wreckage and there seems to be nothing to explain the loss of engine power.

To aid the inspectors in determining what part carburetor ice may have played in the accident, the National Transportation Safety Board has come up with a chart. The chart helps determine the probability of carburetor icing in a variety of combinations of temperature and dew point situations.

We have duplicated the chart on the next page. Now plot the above mentioned scenarios and see how you did.

# CARBURATOR ICING PROBABILITY CHART



Surprised? Regardless of the time of year, carburetor ice is a concern in Western Washington.

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### BREMERTON PATTERN

The traffic pattern has changed at Bremerton. Both patterns are now on the east side of the airport. So, right traffic to 01, and left traffic to 19.

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### WINGS

The FAA's Pilot Proficiency Awards Program (WINGS), is an excellent way to brush up on the essentials of flight. With WINGS we are encouraging pilots to establish and maintain their own annual refresher-training program. If you complete WINGS, you have automatically fulfilled your Biennial Flight Review responsibilities, and you receive a pair of wings similar to military flying wings. Also, there are aviation insurance companies who will give you a break, because there is no question, those who do annual refresher training are a better risk than those who do not..

To qualify for your WINGS you must attend an FAA sponsored safety seminar and get three hours of refresher flight training from the instructor of your choice. For airplane pilots, the three hours of training include one hour of landings, one hour of instrument (either in an airplane or in a simulator), and one hour of maneuvers.

We have the same WINGS for pilots of helicopters, sailplanes, ultralights, and balloons. The three hours of flight training are modified to suit the type aircraft.

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### WINGS EVENTS

These WINGS events consist of on-sight seminars, and flight instructors who have volunteered to provide the three hours of instruction at no cost to you (you must provide the airplane).

We encourage participating pilots to consider tipping their volunteer flight instructors. At a WINGS event, you can show up, attend a seminar, get the refresher flight training, and wear your Wings home. ***To participate as a pilot, you must be current and qualified to act as pilot in command in your aircraft of choice because you will be the pilot in command, and the instructor will not!!!***

We have two, one-day WINGS events coming up. The first will happen at Pro Aire at the Arlington Airport on Saturday, May 18. The contact person is Denise Forney at 360-403-3471.

The second will be at First Flight at the Monroe airport on Sunday, June 16. Contact Eric or Dean at 360-794-8251. Make sure you are sharp on your short field procedures before registering for this one.

Maintaining the ratio of pilots to flight instructors is critical, so ***PRE-REGISTRATION AT BOTH EVENTS IS MANDATORY!!!*** Whether you are a pilot looking for training or a flight instructor willing to volunteer, please contact the people listed above.

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### NOTE TO FLIGHT INSTRUCTORS

Washington DC has asked us to pass along the following cautions for flight instructors.

1. Be curious about suspicious activity from your students. This can be anything out of the norm that draws your attention and for which you just cannot come up with an explanation. The guidance states that you should give consideration to the seriousness of an occurrence. In that case you be the judge. Consider running the situation by another instructor.

2. Paying in cash. Not normally suspicious with many people. But a person walking around with a huge wad of U.S. greenbacks is something you might expect to see on TV, not the ramp. Besides this, history has now taught us that this should be considered a suspicious circumstance, like box cutters.

3. A limited interest in training. The "I don't need to learn no stinking landings" scenario.

4. A sudden and unexplained departure from the training. Lots of people quit and just do not have the nerve to face the instructor. That's okay. But a sudden disappearance in combination with any of the above would merit a closer look.

5. Identification. A person who cannot provide a form of positive identification (always forgetting their wallet or "I left it in the car again.") is suspicious. Do the things that they say about themselves add up?

6. Any activity that appears suspicious or inconsistent with the intent to obtain full certification.

If you encounter a student who raises your suspicions, please contact the FSDO.

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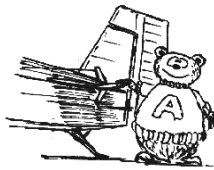
#### ADDRESS CHANGE?

The address list is stored in a BIG computer at the Home Office in Oklahoma City. They are the ones to notify of any address changes so we can continue to bring you AeroSafe and other good stuff.

FAA Airman Certification  
Branch  
Box 25082  
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# AEROSAFE

May you always find VFR and tailwinds



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